LB 405 92

I. R. S. IX-51

Previous references

1873-74

192

i Local Board

File No. 5-73

Serial Nos 165

Later references.

LB 2-88

" 50-01

LB 5632

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 5

Part B for

SUBJECT.

Management of ferries in the Hassan D.C. and the crossal of the funds from the ferry at Garam.

Sl. 5

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29/5/92

LB 873

72

Proceedings of the Chief Commissioner of Mysore, Department of Revenue, Agriculture and Commerce, 3rd June 1875.

From the Commissioner, Nundydroog Division, To the Offg. Secretary to the Chief Commissioner of Mysore, General Department, No. 81, Rev., dated Bangalore, 18th July 1874.

In reply to your letter No. 1892—Rev. 56 of the 12th ultimo, calling for opinion as to the suitableness of the classified rates proposed to be fixed for ferries, I have the honor to state that there is only one ferry in this Division, across the Cauvery river, at the extreme southern limits of the Kankanhalli Taluk.

2. As this ferry does not lie on any road, and the contractor pays only Rs. 1—11—11 to Government, I would recommend its being placed in the 4th or lowest class.

From the Commissioner, Ashtagram Division, To the Offg. Secretary to the Chief Commissioner of Mysore, Genl. Department, No. 79—Rev. 10 dated Yelwal, 30th April 1875.

With reference to your letter No. 1891—Rev. 24, dated 12th June 1874, appending a table of rates of ferry fares proposed to be adopted, and requesting to submit a report as to its suitableness, accompanied by a classified list of ferries in this Division, I have the honor to state that I do not see any objection to the rates proposed; but several questions have arisen in connection with the ferries which should be considered before these rates are generally adopted.

2. The principle of classification has not been given; in consequence of which the Deputy Commissioner, Mysore, takes the width of the stream as the basis of determining the class of a ferry, all above 700 yards being considered 1st class, those above 300 and within 700, 2nd, and all below 300, 3rd class, but in addition to the width of the river, the nature of the boat employed, as well as the amount of the traffic should also be taken into consideration, as also the number of months during which boats are required.

3. On looking through the lists from Mysore, it is apparent that, as far as Government is concerned, the receipts from the ferries are almost nominal, some ferries are considered to be attached to inams, and in a great proportion of the remainder the boatmen merely pay a small sum as quit-rent probably permitted in former times on the condition that the boatman's services should be at the disposal of Government gratis on all occasions. The tenure therefore which these are to be held in future should be revised and laid down, otherwise there is no reason raising the fees, in cases in which they are lower than the proposed rates.

4. The Deputy Commissioner, Hassan, advocates the adoption of the rates proposed.

A classified list of ferries for the Hassan District will be submitted as soon as it is received.
*Since received, herewith sent.

5. Copies of letters from the Deputy Commissioners Mysore and Hassan, are enclosed.

From the Deputy Commissioner, Mysore District, To the Commissioner, Ashtagram Division, No. 1399, dated Mysore, 31st March 1875.

With reference to your Circular No. 395, dated 29th December 1874, I have the honor to submit herewith a list of ferries in the District in the form therein received, and to explain that the total number of ferries in the District is 61, and not 62 as stated in the memo received with the letter under reply.

I further beg to explain that the number of passengers, carts, &c., that cross over the rivers in the Nanjangud, and Malvalli Taluks, which were omitted in the list previously submitted, are now shewn in the present list, the needful information having since been furnished by the Amildars concerned. I may however mention that the figures are approximate, as no regular accounts of the number of passengers, &c., have been kept at any of the ferries; there is also no reliable data forthcoming to shew the number of accidents which have occurred on the rivers during the last 15 years as called for. All the other important points including the claims on which the alleged inams are based having been fully reported upon in this office letter No. 902, dated 9th December 1874, I have nothing further to state beyond that

in the list now submitted the rivers are classified according to the distance from bank to bank as detailed in the margin. The amount of the traffic is however the best criterion on which to judge of the importance of ferries. I may state my opinion also that if too heavy a portage is charged at Ganjam and Bannur, it will press heavily on the ryots and have the effect of sending the traffic round by the Wellesley bridge at Seringapatam.

Above 700 yards, 1st class.
Above 300 and within 700, 2nd do.
Below 300 yards, 3rd class.

From the Offg. Deputy Commissioner, Hassan District, To the Commissioner, Ashtagram Division, No. 407 dated Hassan, 7th August 1874.

In reply to your Circular docket No. 105 of the 18th June last, I have the honor to forward a classified list of the ferries in the Hassan District, and to state that I consider the rates proposed in the Secretary to the Chief Commissioner's letter No. 1891—24 of the 12th idem may be adopted, although a few of the Amildars are in favor of the continuance of the present system. It is desirable that a uniformity of charge should prevail throughout the Province, as different rates might only lead to deception being practised by the servants who collect fees.

No. 1851—Rev. 4, dated Bangalore, 3rd June 1875.

Order thereon.—The Officiating Chief Commissioner is pleased to prescribe for the Nundydroog and Ashtagram Divisions the rates to be charged by ferry contractors and others for conveying vehicles, passengers, &c., across streams, according to the scale sanctioned for the Nagar Division in Secretary's letter No. 1888—31, dated 12th June 1874, as shewn in the margin.

Description.	Rate of Ferry Fares.							
	At Ferries of 1st Class.		At Ferries of 2nd Class.		At Ferries of 3rd Class.		At Ferries of 4th Class.	
	As.	P.		P.	As.	P.	As.	P.
Four wheeled carriages, each.	12	0		0	6	0	6	0
Two wheeled carriages on springs, each	8	0		0	4	0	3	0
Laden carts with or without springs, each	8	0		0	4	0	3	0
Unladen do do	5	0		0	3	0	2	0
Laden tattoos, horned cattle and mules, each	3	0		0	1	0	1	0
Horses laden or unladen, each.	3	0	2	0	1	0	1	0
Unladen tattoos, horned cattle and mules, each... ...	2	0	1	0	0	6	0	6
Asses laden or unladen, each...	1	0	1	0	0	6	0	6
Camels laden or unladen, each.	4	0	3	0	2	0	2	0
Sheep and goats each ...	0	3	0	3	0	1	0	1
Palanquins with hamáls, each.	12	0	8	0	8	0	4	0
Tonjon or native palna with hamáls, each	6	0	4	0	4	0	2	0
Passengers other than little children, each	1	0	0	6	0	3	0	3

2. The adoption of these rates according to the classification adopted in that scale will be left to the District Fund Committee, who should be guided in this matter, not as suggested by the Deputy Commissioner of Mysore by the width of the rivers, but by the class of the road on which the ferry is situated, and by the extent of traffic upon it. Ferry boats plying between villages on opposite banks, where there is no line of road, should not be interfered with.

3. The receipts from ferries on lines of road whether Imperial or Local, should be credited to District Funds, the ferrymen or contractors being appointed by the District

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1875.

GOVERNMENT OF MYSORE.

REVENUE.

THE COMMISSIONERS, ASHTAGRAM
AND NUNDYDROOG DIVISIONS.

L. B. 573-3

Dated June 3rd.

Despatched

Received

No. 1851.
Rev. 4.

Rates to be charged by ferry contractors and others for conveying vehicles, passengers, &c., across streams.—Laying down scale.

Fund Committee, and subject in all respects to its control. Where these receipts or any fixed portion of them have been enjoyed as inams appertaining to temples or matts or individuals, the authority for such privilege should be investigated, and where such authority or a prescriptive right extending over twenty or thirty years has been exclusively enjoyed, the amount where such has been fixed, or otherwise the average income so derived, should be assigned to the inam, and paid from the District Funds.

4. When these instructions have been carried into effect, the Deputy Commissioners will submit through the Commissioners of Divisions statements exhibiting the results of the settlement made in accordance therewith, and the statements will be forwarded to this office for record.

T. CLARKE,
Offg. Secretary.

To—The Commissioners, Nundydroog and Ashtagram Divisions.
" Commissioner, Nagar Division.
" Deputy Commissioners, Bangalore, Mysore, and Hassan.
" Deputy Accountant General.

Of it
the 26th July 1873

Mysore Chief Commr's Office
Bangalore 28 August 73

Order thereon.

R 611 of 18 Aug 1873.
C 109

~~L B 5-73-1~~

L R. 5-73-1

The growing importance of traffic on this road and the defective arrangements of the ferry at present in the hands of the temple authorities as reported by the local authorities, necessitate the management of the ferry being transferred to the Deputy Commissioner of the District and the Chief Commr directs that this be done at once.

2 All receipts from and expenditure on the ferry will be credited and debited to the Local Funds of the District.

3 The temple authorities will be compensated by the payment on

To The Clergy of the
Astrakhan Dioc.

To The Dy Acct. Genl
Dry Store

Government of
General
Cash

To.
The Commissioner
Ashlagram Div.
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Dated 18th August
Despatched
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No. 2611
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Proceedings of the Chief Commissioner of Mysore, General Department,
18th August 1873.

From the Offg. Commissioner of the Ashtagram Division, To the Offg. Secretary to the Chief Commissioner of Mysore, General Department, No. 239—74, dated Camp Yelwál, 26th July 1873.

I have the honor to submit for the favorable consideration and orders of the Chief Commissioner copy of letter No. 387 of the 11th instant, from the Deputy Commissioner, Hassan, advocating the desirability of constructing a double-boat at Rámnáthapura, and placing the management thereof on a better footing.

2. It will be observed from the copies of the marginally noted correspondence that, on the strength of the temporary orders conveyed in your Muzaráyi Hukúm No. 5, dated 30th June 1857, to the address of the then Amildar of the Arakalagúdu Talook (copy of which is enclosed), the right of ferrying at the ford of Rámnáthapura has hitherto been enjoyed by a certain ferryman at Rámnáthapura on the payment of a fixed sum of Rs. 17—7—8, per annum, to the temple at Rámnáthapura.

Letter No. 453, dated 27th July 1871, from the Deputy Commissioner, Hassan.
Hukúm No. 11, dated 7th July 1852, from the Chief Commissioner's Office to the Amildar of the Arakalagúdu Talook.
Do. No. 5, dated 30th June 1857, from do to do

3. In the year 1871, the roads from Rámnáthapura to Fraserpéte and Yedatore having been opened and the traffic considerably increased, Captain Hill in his letter No. 453, dated 27th July of the same year, brought to notice the inconvenience experienced by a large number of travellers, &c., who crossed the river at Rámnáthapura in a small basket boat provided by the contractor, and suggested the construction of a double-boat and levying fixed fees from the persons who use it without making any distinction between ordinary travellers and the people, principally Brahmans residing in the town of Rámnáthapura, who claimed exemption from the same without any just grounds therefor.

4. In reply to this, Captain Hill was requested to report whether the contractor would agree to pay Rs. 82 per annum for a period of ten years.

5. In reporting on this point, he stated that the inhabitants of the town, who pleaded before him the inconvenience to which they would be put should the amount of the contract be raised, might be allowed to make their own arrangements with the ferryman for the construction of a double-boat.

6. Subsequently the inhabitants having failed to take the necessary steps in the above matter, the Deputy Commissioner, Hassan, recommended that the item should be rented out; but Major Campbell, my predecessor, not being in favor of the proposal of imposing a ferry charge upon the residents of the town of Rámnáthapura, deferred it for re-consideration when the number of *bonâ fide* travellers should have sufficiently increased.

7. Being satisfied that the time has arrived for a settlement of the question, Captain Cumming urges the importance of an early decision of the question, and suggests stopping the annual payment of Rs. 17 and odd to the temple at Rámnáthapura and levying after the construction of a double-boat fixed ferry fees from all classes without making any distinction in favor of Brahmans and others who have enjoyed immunity from the toll without any authority or special ground.

8. Although I dissent from Captain Cumming in the expediency of stopping the annual allowance to the temple alluded to, which cannot be effected without the consent of the parties interested in it, I am quite in accord with him and Captain Hill as to the necessity for the construction of a double-boat and leasing out annually for a period of two or three years the right of ferrying passengers and collecting tolls, &c., on certain conditions and under certain restrictions to be determined hereafter by the Deputy Commissioner after consideration of the present condition of the people, locality, &c.

9. Under these circumstances, I request you will have the goodness to obtain the sanction of the Chief Commissioner to the proposed arrangement.

From the Offg. Deputy Commissioner of the Hassan District, To the Offg. Commissioner, Ashtagram Division, No. 387, dated Hassan, 11th July 1873.

Adverting to previous correspondence ending with your letter No. 1195 of the 6th February 1873, on the subject of the lease of the ferry at Rámnáthapura in the Arakalagúdu Talook, I have the honor to report that the payment of Rs. 17—7—8, for the support of worship in the Rámésvara temple, though sanctioned by long continued practice, does not appear to have been authorized by any sannad or orders, and that the exemption of the towns-people from the payment of the ferry charge is not likewise supported by any order from a competent authority. Under such circumstances, I would beg to suggest that the payment to the temple may be withheld in future, and the privilege hitherto enjoyed by the residents be withdrawn from them.

2. The ferry might then be put up to auction, and the proceeds expended in the construction of a double-boat, the existing necessity for which was already represented by Captain Hill in his letter No. 453 of the 29th July 1871, and in blasting some rocks in the river to make the crossing safer.

3. In the meanwhile I have directed the Amildar to manage the ferry under Government supervision pending the receipt of your orders on the above points.

4. The favor of an early reply is solicited.

From the Deputy Superintendent, Hassan District, To the Superintendent, Ashtagram Division, No. 453, dated Hassan, 29th July 1871.

I have the honor to report that, since a road has been made from Rámnáthapura to Fraserpéte and another is under construction from Rámnáthapura to Yedatore, *viâ* Chunchanakatte, and a third is proposed to connect the town with Bettadapura the traffic has greatly increased, and the need for a double-boat on the ferry has forced itself on my attention. Much delay now takes place in crossing carts by the basket boat provided by the contractor. The cost of a double-boat to be made up at Fraserpéte or Hunasúru is roughly estimated at Rs. 160.

2. As the proceeds of the ferry at Rámnáthapura are devoted to the support of the Rámésvara temple, the Muzaráyi Officer was communicated with in view to the supply of the funds needed. On his recommendation the contract was ordered to be put up to auction this year, instead of being leased to the boatman for only Rs. 17—7—8. Owing, however, to a combination among the towns-people only 4 pie was bid over the sum given last year. This was approved of by the Muzaráyi Officer, but on its coming to my ears the Amildar was directed to put the contract in reality up to auction. Rupees 41 has now been bid for the ferry on the Rámanáthapura side, and Rs. 41 for that on the Malrájpatna (Government village) side. The establishment of a ferry on the other side may be opposed, but the Government right to the ferry or half the proceeds of the joint ferry cannot be questioned.

3. Before however closing with these tenders, I deem it requisite to obtain your orders in the matter, as the towns-people now urge that, from their need to visit their lands lying on the opposite bank of the river, they are obliged to make constant use of the ferry, and that it is also a tax on the people coming with articles for sale at the market. They further refer to the two orders (copies of which are submitted) passed by the Commissioner in 1852 and 1853; in the latter of which it is directed that the present boatman should enjoy the ferry till further orders.

4. The Muzaráyi Officer points out that the above orders were intended to have only temporary effect and were liable to be modified by the officer to whom the management of the Muzaráyi duties have been since transferred, nor can any order, I submit, be regarded as lasting for ever, since circumstances alter cases, and in this case the need of good boats on the ferry, which has become a main line of communication, is one of primary importance. It may also be mentioned that the effect of the construction by the ryots of the road from Rámnáthapura to Fraserpéte upon the ferries beyond is specially noted in para 45 of the Superintendent of Coorg's Annual Administration Report for 1869—70.

5. The claim of the Brahman land-holders to free passage cannot, I think, be sustained, as no exception is made on any other ferry; but consideration to their circumstances may so far be given as to charge them and market-people only half rates. Pending receipt of instructions, the ferry will be managed by the boatman under Government supervision.

No. 2611—Genl. 101, dated Bangalore, 18th August 1873.

Order thereon.—The growing importance of traffic on this road, and the defective arrangements of the ferry, at present in the hands of the temple authorities, as reported by the local authorities, necessitate the management of the ferry being transferred to the Deputy Commissioner of the District, and the Chief Commissioner directs that this measure be carried out at once.

2. All receipts from, and expenditure on, this ferry will be credited and debited to the Local Funds of the District.

3. The temple authorities will be compensated by the payment annually from the Local Funds of the District of the amount they have hitherto received from this source.

H. W. WELLESLEY,
Offg. Secretary.

To—The Offg. Commissioner of the Ashtagram Division.
To—The Deputy Accountant General in Mysore.

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7.58.

8 1873. 101

GOVERNMENT OF MYSORE.

GENERAL.

To

THE OFFG. COMMISSIONER OF THE
ASHTAGRAM DIVISION.

P R 5-43-2

Dated August 18*th.*

Despatched

Received 25

No. 2611.
G. 101.

Directs that the ferry at Rámnáthapura be taken over by the District authorities, and that all charges and receipts be met from, or credited to Local Funds; the temple authorities who hitherto had the management being compensated by the payment annually of a sum equal to that hitherto received from this source.

P 2611 of 1874

Note

The references alluded to in G.O. no 911-19 / P. 1589 dt 19-5-80 are not forthcoming in the file.

Reads.—

Letter from the Deputy Commissioner of the Mysore District, No. 1201 dated 28th October 1879, reporting on the petition from Nunja Bhoji and other Ferrymen at ~~Bannagoor~~ Bannur in the Ashtagram Taluk, complaining of the sale, contrary to custom, of the right of ferrying over the passengers ~~&c~~ across the ~~Cauvery~~ river at Bannur.

~~L.B. 5-73-1~~

(2). Letter from the Dy. Comm. of the Hassan District, No. 53 dated 1st May 1880, requesting definite instructions as to whether the practice which obtains in the District of selling the right of plying boats between opposite banks, where there is no line of road, should be discontinued, under the orders conveyed in para 2 of the Chief Commissioner's Pro. No. 1851/4 of 3rd June/75

BY 17/5

L.B. 5-73-2

No. 911-19 / Pn. 89 of 19-5-80.

Order thereon

From the Secretary of the

above reports it appears that the Ferry on the Cauvery at Bamur (and this is also the case with other Ferries in the Mysore District) is worked hereditarily by families of Ambigars or Ferrymen, who pay nothing or only a nominal rent to Government, keep their own boats, and ferry passengers for small fees and the Villagers and their Cattle and goods for an annual customary remuneration in grain at harvest seasons. These arrangements hitherto sufficiently answered the wants of travellers and were especially convenient to the Villagers, who, with their cattle, have often to cross the river to cultivate their lands on the opposite side. The local knowledge of the men ensured

safety against accidents, whilst the large numbers of families interested enables them to bring any number of men for the work when required, on occasions of emergency.

2. The system of contract by competition which was introduced last year with reference to Proceedings dated 3rd June/15, No. 1851/4, upset these arrangements, and whilst the rent derived was but small, it occasioned serious public inconvenience. The Contractors had great diffi-culty in providing boats and in finding ferrymen There was considerable detention to passengers and serious inconvenience especially to Villagers.

3. These results might have been avoided under

proper arrangements, as they are not experienced in other places, such as the Hassan District, where the ferries, ~~as a rule~~, are all rented out. The right of the Government to derive a revenue from the rent of Ferries on public streams is one supported by customs and res... ...grounds. But the system of employing hereditary ferrymen has hitherto worked so smoothly and successfully in the Mysore District that the Chief Commissioner considers it undesirable to disturb it. He, therefore, directs that wherever in the Mysore District the ferries have hitherto been enjoyed by hereditary ferrymen, they be allowed to work the same under the following arrangements.

(a) That a moderate

annual

annual rent be fixed on the several ferries according to their importance, due regard being had to the expense the ferrymen are put to in finding their own boats. Such rents should be almost nominal in regard to the small ferries plying between Villages

(b) That the hereditary ferrymen be allowed to work and enjoy the ferries on the payment of the above rent and subject to the following conditions

(I) That the ferrymen shall be bound to provide and keep in good order at their own cost, such nos. of boats and of such descriptions as may be fixed by the Commr. with reference to the requirements of each block.

(II) That the required

number of men shall always be in readiness to ferry passengers, goods, cattle, or carts without any detention.

(III) That they shall not levy higher rates of fees than those laid down for 3rd class Ferries, in Proceedings dated 3rd June 1875, No. 1851/R 4.

(IV) That in regard to the ferrying of Villagers their cattle and goods, the prevailing system of an annual customary remuneration in grain shall not be disturbed.

(V) That Government Officials on duty and all Government articles shall be ferried free of charge.

(VI) That the Government reserves to itself the right of revising the rent or of resuming the privilege at anytime.

(VII) That the ferrymen shall be provided with a license specifying the above conditions and with a table of fees for the inspection of passengers.

(VIII) That where the ferries are important, the Commissioner may provide Government ferry-boats to be kept in repair by the ferrymen, proportionately raising the rent payable to Government.

The term ferry shall not include boats kept by private individuals, not for the public, but for their own use.

4. In the Hassan District where the ferries have hitherto been all rented out, the arrangement need not be disturbed, but conditions similar

to those above mentioned should be laid down, especially in regard to providing safe and good boats, whether by the Government or by the renters, and to protecting passengers from needless detention and extortion.

5. The Chief Commissioner sees no occasion for the absolute exemption from rent laid down in Proceedings No. 1851/R4 of 3rd June 75, of ferries plying between villages which are not situated on any line of road. Some of these appear to be as important as those on the main lines of road, yielding equally large amounts of rent. They may continue to be rented out as heretofore. But where the ferries are unimportant, the system of ~~[illegible]~~ giving them

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to hereditary ferrymen on a fixed moderate or nominal rent without an annual competition may be advantageously adopted in the Hassan District also.

6. The proceeds of the ferries being made over to Dt. Funds, the receipts and charges on acct. of the same will continue to be shewn under that head.

Revd. Sect.

To The Deputy Commissioner
Mysore District.
with the orig. papers rd. from him
Dy. Commr., Hassan Dt.
Dy. Comr. of Mdu Ditto
Dy. Audit Genl.

To

The Dy. Comrs of Districts
" Dy. Accts. General
Forwards

Dated 19 May
Desp. 20 in M.S. & Singapore & Malaya

Draft for approval

Encls: 8 to Imperial

No. 911-19
pn 89

Ref. offer. bkp to Imperial
1 Malaya By C.S. today

2 Pages.

D.O. 251

Encls: to Imperial
3 Malaya Secretary
do
Com. Government
Accts

Proceedings of the Chief Commissioner of Mysore in the Revenue Department, (Revenue),—dated 19th May 1880.

READ—

Letter from the Deputy Commissioner of the Mysore District, No. 1201, dated 28th October 1879, reporting on the petition from Nanja Bhoyi and other ferrymen at Bannur in the Ashtagram Taluk, complaining of the sale, contrary to custom, of the right of ferrying over the passengers, &c., across the Cauvery river at Bannur.

(2.) Letter from the Deputy Commissioner of the Hassan District, No. 53, dated 1st May 1880, requesting definite instructions as to whether the practice, which obtains in the District, of selling the right of plying boats between opposite banks, where there is no line of road, should be discontinued under the orders conveyed in para 2 of the Chief Commissioner's Proceedings No. 1851-4, dated 3rd June 1875.

No. 911-19—PN. 89, DATED 19TH MAY 1880.

ORDER THEREON.—From the first of the above reports it appears that the ferry on the Cauvery at Bannur (and this is also the case with other ferries in the Mysore District) is worked hereditarily by families of Ambigars or ferrymen, who pay nothing or only a nominal rent to Government, keep their own boats, and ferry passengers for small fees and the villagers and their cattle and goods for an annual customary remuneration in grain at harvest seasons. These arrangements hitherto sufficiently answered the wants of travellers and were especially convenient to the villagers, who, with their cattle, have often to cross the river to cultivate their lands on the opposite side. The local knowledge of the men ensured safety against accidents, whilst the large numbers of families interested enabled them to bring any number of men for the work when required, on occasions of emergency.

2. The system of contract by competition, which was introduced last year with reference to Proceedings dated 3rd June 1875, No. 1851—4, upset these arrangements, and whilst the rent derived was but small, it occasioned serious public inconvenience. The contractors had great difficulty in providing boats and in finding ferrymen. There was considerable detention to passengers and serious inconvenience especially to villagers.

3. These results might have been avoided under proper arrangements, as they are not experienced in other places, such as Hassan District, where the ferries are all rented out. The right of the Government to derive a revenue from the rent of ferries on public streams is one supported by custom and rests on good grounds. But the system of employing hereditary ferrymen has hitherto worked so smoothly and successfully in the Mysore District, that the Chief Commissioner considers it undesirable to disturb it. He, therefore, directs that wherever in the Mysore District the ferries have hitherto been enjoyed by hereditary ferrymen, they be allowed to work the same under the following arrangements:—

(*a.*) That a moderate annual rent be fixed on the several ferries according to their importance, due regard being had to the expense the ferrymen are put to, in finding their own boats. Such rents should be almost nominal in regard to the smaller ferries plying between villages.

(*b.*) That the hereditary ferrymen be allowed to work and enjoy the ferries on the payment of the above rent and subject to the following conditions:—

(i.) That the ferrymen shall be bound to provide, and keep in good order, at their own cost, such numbers of boats and of such descriptions as may be fixed by the Deputy Commissioner with reference to the requirements of each place.

(ii.) That the required number of men shall always be in readiness to ferry passengers, goods, cattle, or carts without any detention.

(iii.) That they shall not levy higher rates of fees than those laid down for 3rd class ferries in Proceedings dated 3rd June 1875, No. 1851—R. 4.

(iv.) That in regard to the ferrying of villagers, their cattle and goods, the prevailing system of an annual customary remuneration in grain shall not be disturbed.

(v.) That Government officials on duty and all Government articles shall be ferried free of charge.

(vi.) That the Government reserves to itself the right of revising the rent or of resuming the privilege at any time.

(vii.) That the ferrymen shall be provided with a license specifying the above conditions and with a table of fees for the inspection of passengers.

(viii.) That where the ferries are important, the Deputy Commissioner may provide Government ferryboats to be kept in repair by the ferrymen, proportionately raising the rent payable to Government.

The term ferry shall not include boats kept by private individuals, not for the public, but for their own use.

4. In the Hassan District, [illegible] ferries have hitherto been all rented out, the arrangement need not be disturbed, but conditions similar to those above mentioned should be laid down, especially in regard to providing safe and good boats, whether by the Government or by the renters, and to protecting passengers from needless detention and extortion.

5. The Chief Commissioner sees no occasion for the absolute exemption from rent, laid down in Proceedings No. 1851—R. 4, dated 3rd June 1875, of ferries plying between villages which are not situated on any line of road. Some of these appear to be as important as those on the main lines of road, yielding equally large amounts of rent. They may continue to be rented out as heretofore. But where the ferries are unimportant, the system of giving them to hereditary ferrymen on a fixed moderate or nominal rent without an annual competition may be advantageously adopted in the Hassan District also.

6. The proceeds of the ferries being made over to District Funds, the receipts and charges on account of the same will continue to be shewn under that head.

C. RANGACHARLU,
Revenue Secretary.

To—The Deputy Commissioner, Mysore District, with the original papers received from him. — 1 — 5 sp. copies
" Deputy Commissioner, Hassan District. — 1 — 5 do
" Deputy Commissioners of other Districts. — 6 — 24 @ 4 c
" Deputy Accountant General. — 1 — 2
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Genl. Secy. 1
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1880.

GOVERNMENT OF MYSORE.

REVENUE DEPARTMENT.

REVENUE,

To

THE DEPUTY COMMISSIONERS OF DISTRICTS.
" DEPUTY ACCOUNTANT GENERAL.

L. B. 5-73-6.

Dated 19th *May.*
Despatched 28th
Received

No. 911—19.
P. 89.

Inc. 8 to Dy. C. Mysore
(with MS. order
the 20 instant.

Issues instructions as to the mode in which Ferries in the Mysore and Hassan Districts are to be worked.

Mysore Govt. Press, Bangalore—25-5-80—

~~L.B. 5-73-3~~

No. 210 of 1880-81.

(4)

L.B 5-73-3

Hassan District,
Deputy Commissioner's Office
Dated Hassan 31st July, 1880.

To,

The Secretary to the
Chief Commissioner of Mysore,
Revenue Department.

Sir,

Adverting to the Chief Commrs. proceedings No. 911-19/89 of the 19th May last, issuing instructions as to the mode in which ferries in the Mysore and Hassan Districts are to be worked, I have the honor to refer to the Chief Commissioner's previous Proceedings No. 1851/4 of the 3rd June 1875, and to observe that I presume that effect is still to be given to it under the provisions of para 2.

2. This reference is made as from inquiries instituted it is found that the Ambegars (boat men) of the Gorur ferry had a prescriptive enjoyment of the profits, on the condition of

rendering certain services to the Narasimhaswamy's temple at Gorur.

3-. In the year 1867 the question as to their right to the ferry was raised, Vide Secretary's letter No. $\frac{3548}{5}$ of the 28th September to the Superintendent Ashtagram Division (Copy submitted for ready reference), and it was decided that the emoluments of the Ambegars of the Mukandur ferry should not be interfered with pending the Inam settlement. The word "Mukandur" in the letter is apparently a mistake, as the Mukandur ferry belongs to Government, and the temple referred to is at Gorur-.

4- On a complaint made by the villagers in 1870, that the boatmen did not render services to the temple, Mr. Sreeniwas Row the then Moozrai Officer found it to be the case, and directed that the ferry should be worked on

account of the temple, and the proceeds have since been credited to the funds of the temple without demur.

5.. Para 3 of the Chief Commissioner's proceedings of 1875, already quoted, lays down that where the ferry-receipts, or any fixed portions have been enjoyed as inams appertaining to temples, the authority for such privilege should be investigated, and where such authority or a prescriptive right extending over twenty or thirty years has been exclusively enjoyed, the average income should be assigned to the Inam and paid from the District Fund, the management being taken over by the District Fund Committee.

6.. This arrangement is preferable, as Gorur is a very important ferry and is situated on the S.I. road between Hapan and Arkalgud, and good double boats

require to be supplied. The right of the temple to the proceeds is unchallenged, and may, in the absence of any document, be regarded as established by long enjoyment. The boatmen acquired a right only in consideration of services rendered to the temple, and do not now dispute the claim of the temple

7- In the Secretary's letter of 1867 above quoted, it was directed that the question should be left to the eventual decision of the Inam Commissioner, but that officer declines to interfere, as it does not concern his Dept.

8- I request therefore that the Chief Commissioner's orders may be obtained in the matter. In the event of its being directed that the ferry should be taken over by the District Fund Committee, R$ 314 - - -, being the average proceeds for the past

five years, may be ordered to be assigned to the temple yearly from the District Funds as Dasam.

I have the honor to be,
Sir,
Your Most obedient Servant

J. Mill
Dy Commissioner
Kapan District

Dy

L. B. 5-7-8-9

Ex. Revenue 2:3

No. 3548
Ind. No: 5.

Mysore Commissioner's Office
Bangalore 28th Sept 1869.

To,

The Offg Superintendent
Ashtagram Division

Sir,

With reference to your docket No: $\frac{2052}{5}$ of the 9th Instant, I am directed to state that as there appears to have been on the part of the Seven Ambegars or boatmen a long prescriptive enjoyment of the proceeds derived from the Rukumdar ford, in consideration of their performing certain specific service to the Narrainswamy Devastan, altho' unsupported by any sanund, the Offg. Commissioner is of opinion that it will not be advisable to interfere with these emoluments pending the enquiries which may be instituted by the Inam Comr. in regard thereto.

The Proceedings are herewith returned.

I have &c.
Signed T. G. Clarke
Offg Secretary.

"Copy"

Mill

1880.

From the Dy. Commissioner Hassan Distt.

To

Secretary to Chief Commissioner of Mysore,

Revenue Department.

Dated 3 Jly

Despatched

Received July

Enclosures No. one

General No. } 1880—81.

No. 210

L. B. 5-73 — Fuel 7.7

Encls to 80:7

Requests to obtain the Chief Commissioner's order in the matter of the disposal of ferry receipts in the Cauvery forest.—

4.8.80

Defer Sub.

Vide 5/8/80 pet. 21-9 to 30

Reply. The commissioner may refer to the Land & Inam Commr and Revenue Mr & then. Note this was a mistake. As a previous statement received from the Dy Comr, Inam lands were to be as belonging to Govt.

Inam lands & Revenue myself. Inasmuch as Temple at Sravanabelgola has been enjoying the income of the ferry for many years.

Read:- Pub. Dept. (Rev)
Letter No. 210 of the
31st July 1880, from
the Dy. Commissioner of
the Hassan District, on
the subject of the right
of the Narasimhasamy
Temple at Gonoor to
the income from the ferry
at that station.

~~L.B. 4-78-8~~

L.P.

No. 2791-9 of 7th
D.F. 30
August 1880.

L.B. 5-73-4

Order thereon:-

(5)

The orders issued
in Pro: No. 911-19/89 of the
19th May last were
not intended to
cancel the instructions
issued in para 3.
of Pro. No. 1851/R4 dated 3rd June/75
in regard to prescrip-
tive rights possessed
by Temples in the
proceeds of individual
ferries and in regard
to which the Dy Com'rs
report has been
awaited.

2. There appear
to be only 2 such cases of
private rights in

29

ferries on the high road
in the Hassan Distt,
besides 4 more cases
of minor ferries.
Final orders have
already been issued
in Pro: No. 2611/9.101 dated 18th August 187.
sanctioning the payment
of Rs. 17-7-8 to the
Ramnathpur temple
from the annual
proceeds from the
ferry at that station.
The claim of the Gorur
Narasimhaswamy
temple now reported
upon is of a similar
kind, and is based
on prescriptive enjoyment,
but not supported
by any valid grant.
This ~~temples~~ prescriptive
right extended only
to certain services
from the ferrymen who
were allowed to enjoy the ferry rentfree

the instructions issued by the Moozroi Officer in 1870 for making over the entire income of the ferry to the Temple instead of the services was quite unauthorized. The Chief Comr. is not therefore prepared to sanction the proposal of the Dy. Commissioner to ~~make over~~ assign to the Temple an amount equal to the average income from the Ferry, viz, Rs. 314 - The right of the Temple is altogether of an indefinite character, and can only admit of settlement by a compromise. Under all the circumstances of the case, the Chf

Comr. is pleased to sanction the payment to the Temple from the Distt Funds of an annual sum of Rs 157, being half the average proceeds of the Ferry ~~[illegible]~~ for the last 5 years.
The Temple will not be entitled to share in any increased income which may be secured by ~~the~~ an improved management of the Ferry.

Print

Rev: Secretary

To. The Dy Commissioner Hassan Distt.
" The Dy. Accountant General of Mysore
" The Dy Comrs of other Dts for info.

Distt Funds Deptt to note.

32 (5)

Proceedings of the Chief Commissioner of Mysore in the Revenue Department, (Revenue),—dated 7th August 1880.

READ—

Letter No. 210 of the 31st July 1880, from the Deputy Commissioner of the Hassan District, on the subject of the right of the Narasimhaswami temple at Gorúr to the income from the ferry at that station.

No. 2791-9—D. F. 30, DATED BANGALORE, 7TH AUGUST 1880.

ORDER THEREON.—The orders issued in Proceedings No. 911-19—89 of the 19th May last were not intended to cancel the instructions issued in para 3 of Proceedings No. 1851—R. 4, dated 3rd June 1875, in regard to prescriptive rights possessed by temples in the proceeds of indivdual ferries and in regard to which the Deputy Commissioner's report has been awaited.

2. There appear to be only two such cases of private rights in ferries on the high roads in the Hassan District, besides four morecases of minor ferries. Final orders have already been issued in Proceedings No. 261—G. 101, dated 18th August 1873, sanctioning the payment of Rs. 17—7—8 to the Ramnathpur temple from the annual proceeds from the ferry at that station. The claim of the Gorúr Narasimhaswami temple now reported upon is of a similar kind, and is based on prescriptive enjoyment, but not supported by any valid grant. This prescriptive right extended only to certain services from the ferry-men who were allowed to enjoy the ferry rent-free. The instructions issued by the Muzrayi Officer in 1870 for making over the entire income of the ferry to the temple instead of the services were quite unauthorized. The Chief Commissioner is not therefore prepared to sanction the proposal of the Deputy Commissioner to assign to the temple an amount equal to the average income from the ferry, *viz.*, Rs. 314. The right of the temple is altogether of an indefinite character, and can only admit of settlement by a compromise. Under all the circumstances of the case, the Chief Commissioner is pleased to sanction the payment to the temple from the District Funds of an annual sum of Rs. 157, being half the average proceeds of the ferry for the last 5 years. The temple will not be entitled to share in any increased income which may be secured by an improved management of the ferry.

C. RANGACHARLU,
Revenue Secretary.

To—The Dy. Commissioner, Hassan District.
" Dy. Accountant General in Mysore.
" Dy. Commissioners of other Districts for information.

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1880.

GOVERNMENT OF MYSORE.

REVENUE DEPARTMENT.

REVENUE.

To

THE DY. COMMISSIONERS OF DISTRICTS.
" DY. ACCOUNTANT GENERAL.

Dated 7th August.
Despatched 14th
Received

No. 2791-9.
D. F. 30.

Prescriptive right of temples to the income derived from ferries in their vicinity—Issues instructions in the case of the Narasimhaswami temple at Gorúr in the Hassan District.

Mysore Govt. Press, Bangalore.—12-8 80—60.

No. 483
Ex: 2.

Deputy Commissioner's Office
Shimoga District.
Camp. Arinhalli. 12th January 1881.
Dp. 16th do.

To

The Secretary to the
Chief Commissioner
Revenue Department.

L.B. 5-73-5

Sir,

With reference to the Ch: Commissioner's Pro: No. 2791-9/D. F. 30 dated 7th August 1880, I have the honor to submit the following report regarding the prescriptive right of Inamdars to the ferries at Shimoga, Sithahalli and Bādadabail in the Sorab Taluk.

Shimoga ferry. The ferry men here enjoy not only an Inam land of the Being of Rs 90-12-4, which has been confirmed to them by the Inam Department on a jode of Rs 23, but also the right to collect fees from persons crossing the river in their craft. The ferry is in the middle of the town, and the fees are said to have amounted to nearly Rs 1000 a year before the construction of the bridge

by the people of 5 villages on the other side of the river, who frequent Shimoga on the weekly market and other days and who pay aya annually for the most part in grain to the ferrymen. From people who do not belong to the above villages, 4 pies per head or whatever is given by them voluntarily is taken. Altogether the fees in cash and kind are estimated now at between 40 and 50 Rupees a year. The ferrymen possess a Copper Sha. Sanam of the Shaka year 1594 (copy of which is enclosed) granted by Somashékharanaik of Keladi - Sáidy Mojappa and Venkatesubbaiya, who have been examined on the subject state that the ferrymen have been enjoying the right to collect fees from time immemorial, and that the Government have never sold the ferry.

2 <u>Surthahalli ferry</u>. This plies between Surthahalli and a few villages on

ferrymen have an inám land of the Bériz of Rs 23-8-0 granted to them by the ancient Ikagar kings, and confirmed by the Inám Department, but the land not being identifiable, the ferrymen only get Rs 2 a year in cash from the Vargdar, on whose varg the inam is assigned. The Sannad granted by the Ikagar Rulers is stated to have been given to the Inam Department, and the ferrymen have from time immemorial been enjoying the right of levying fees from passengers. The neighbouring villagers pay yearly about 30 Khandis (of 50 seers each) of paddy and 8 Maunds of Supari, and about Rs 20 is levied from the others at

	A.	Ps	
Rs 0-	0-	3 or 4	per foot passenger
0-	1-	0	per head of bullocks, cows or horses.

3. <u>The ferry near Chibbalgudde village, Muthur Magani, Kavale'drug Taluk.</u>

This is a village ferry for which the ferrymen have an inam land of the Beriz of Rs 2-4-9 and enjoy

the right of collecting fees, which amount to Rs 2 and 10 Khandies (of 50 seers each) of paddy. This ferry is not on any public road.

4. <u>The Bādadabail ferry, Sorab Taluk on the varada river</u>. Bādadabail is a hamlet attached to Andavalle, which is a Sarvamānya village granted to the Sringeri Math. The ferry is on the District Fund road between Sorab and Siddapur and on the Inam land. The Math enjoys the right of collecting fees. From Sarvadhāri (1828-29) to Kāla-yukti (1858-59) the ferrymen paid to the Math a fixed revenue of 3 pagodas a year, that since Siddhārti (1859-60) the ferry is put up to auction every year and that the average annual realization for the last 10 years is about Rs 70. The ferrymen charge the following rates.

Rs 4 – 4 – 6 per passenger
4 – 1 – 4 per bullock or cow
4 – 2 – 4 per [illegible]

The Math bases the right on His Highness the late Maharāja's Sannad, copy of which is enclosed. It grants the village in Sarvamānya together with every kind of revenue, including Sandal, Bazar, &c., though ferry is not expressly mentioned. But the right to it has been enjoyed by the Math without question, and the Government never claimed it since the alienation of the village. The facilities for traffic on this ferry have been improved since the construction of the District Fund Road about 5 years ago, and I think that the Math should be required to conform to the 4th class rates, as the present rates appear somewhat high for passengers.

5. Instructions are requested as to whether the rights to the ferries above stated may be recognized under the order under reference. There are a few other ferries in the Kavalédrug Taluk [illegible]

29

used only by the roots themselves. They are not sold annually, being very insignificant.

I have the honor to be
Sir,
Your most obedient Servant

W Maratkumarguppa
Deputy Commissioner
Cheingla District.

PR6.

L. B. 5-73 — inc. 18

ಮೇಲ್ಕಂಡ ಕೆರೆಗಳನ್ನು ಕೈಗೆತ್ತಿಕೊಳ್ಳುವುದು ಅವಶ್ಯಕವಿದ್ದು ಕೆರೆಯ ಹೂಳೆತ್ತುವಿಕೆಯಿಂದ ಸುತ್ತಮುತ್ತಲಿನ ಅಂತರ್ಜಲ ಮಟ್ಟ ಹೆಚ್ಚಳವಾಗಿ ಬೇಸಿಗೆಯಲ್ಲಿ ಕುಡಿಯುವ ನೀರಿನ ಸಮಸ್ಯೆ ಉಂಟಾಗದಂತೆ ಕ್ರಮ ಕೈಗೊಳ್ಳಲು ಹಾಗೂ ಕೆರೆಯ ಹೂಳೆತ್ತಿದ ಮಣ್ಣನ್ನು ಸಾರ್ವಜನಿಕರು ಸಾಗಾಣಿಕೆ ಮಾಡಿಕೊಳ್ಳಲು ಅನುಕೂಲವಾಗುವಂತೆ ಕ್ರಮ ಕೈಗೊಳ್ಳಲು ಕೋರಿದೆ.

ಸ್ಥಳ:

ದಿನಾಂಕ:

ಶ್ರೀ ಶ್ರೀ ರಾಜಪ್ರಕಟಣೆ

ಸಿವಿಲ್ ಸರ್ವೀಸ್ ಪರೀಕ್ಷೆಗಳಿಗೆ ಸಿದ್ಧತೆ ಮಾಡಿಕೊಳ್ಳುವ ಸಾಮರ್ಥ್ಯವುಳ್ಳ ಅಭ್ಯರ್ಥಿಗಳು ಇದೇ ಸಂದರ್ಭದಲ್ಲಿ ಕಾಲಾವಕಾಶ ಸಿಗುವುದೆಂದು ಭಾವಿಸಿ ಸಿದ್ಧತೆ ಮಾಡಿಕೊಳ್ಳಲು ಸಾಧ್ಯವಾಗುವಂತೆ ಸರ್ಕಾರ ಕೈಗೊಂಡ ನಿರ್ಣಯ ಅಂತಿಮ ಅಲ್ಲ ಎಂಬ ಷರತ್ತಿನ ಮೇಲೆ ಮಾತ್ರ ಅಂದರೆ ಸಂಸ್ಥಾನದ ಸಿವಿಲ್ ಸರ್ವೀಸ್ ಪರೀಕ್ಷೆಗಳಿಗೆ ಸಂಬಂಧಪಟ್ಟಂತೆ ಸಂಸ್ಥಾನದ ಹಿತದೃಷ್ಟಿಯಿಂದ ಸರ್ಕಾರ ಕೈಗೊಂಡ ನಿರ್ಣಯ ಅಂತಿಮ ಅಲ್ಲ ಎಂಬ ಷರತ್ತಿನ ಮೇಲೆ ಮಾತ್ರ ಅಂದರೆ ಸಂಸ್ಥಾನದ ಹಿತದೃಷ್ಟಿಯಿಂದ ಸರ್ಕಾರ ಕೈಗೊಂಡ ನಿರ್ಣಯ ಅಂತಿಮ ಅಲ್ಲ ಎಂಬ ಷರತ್ತಿನ ಮೇಲೆ ಮಾತ್ರ ಅಂದರೆ ಸಂಸ್ಥಾನದ ಸಿವಿಲ್ ಸರ್ವೀಸ್ ಪರೀಕ್ಷೆಗಳಿಗೆ ಸಂಬಂಧಪಟ್ಟಂತ

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